

OBJECTIVE 2.6 Identify the components of driving that lay the foundation for the development of good driving habits.

INTRODUCTION

An officer needs to develop a style of driving which yields the highest level of results with the lowest level of risk. A student comes into a driver training course with a style of driving and a set of habits. Some are high-risk, low-gain while others are low-risk, high-gain. A driver very seldom has all good habits or all bad habits. If a student has some habits that need to be modified or replaced, it will take a well-designed plan and a highly motivated driver to achieve the changes.

A major objective of a driver training course is to set a standard for a successful driving style. To help the student acquire that style, a set of low-risk and high-gain habits must be developed. In order to help a student develop effective driving habits, the desirable behaviors must be clearly understood and practiced by the student often enough to replace the less desirable habits.

To precisely establish recommended driving procedures for the officer, the training must describe specific driver actions. For example, if it is determined that an officer should have the skill of searching 12 seconds ahead of the vehicle, then training should provide for the practice and testing of "why" and "how" to search for 12 seconds ahead.

The more realistic the training, the better the learning experience for the student.

CONTENT

THREE COMPONENTS OF DRIVING:

1. Awareness - Recognition of changes to the traffic environment which could disrupt the vehicle's movement
2. Space Management - Planning ahead of the vehicle so as to get, and keep, the best control of the actual or intended path of travel
3. Collision Avoidance - Quickly and efficiently placing the vehicle into an alternative path of travel because the intended path of travel is no longer manageable. This action will help minimize potential collisions or avoid actual collisions.

Note The development of perceptual skills is critical. Practice awareness and having insight as to what will or may happen based on what you see.

SYSTEMS OF DRIVING

1. There are several different systems of driving. Any one of the systems could be helpful to the student in learning driver awareness of better space management. Better space management will minimize the use of collision avoidance techniques.
2. Popular systems of driving include:
 - a. The Smith System - developed by Harold L. Smith. This system was the first to recognize that drivers need to learn perceptual skills as well as manipulative skills.
 - b. The Identify, Predict, Decide, and Execute (IPDE) or Search, Identify, Predict, Decide, and Execute (SIPDE) - was developed by a committee of traffic safety educators. The system is used to describe the decision-making process of a driver involved in the driving task.
 - c. The Zone Control System - developed by Professor Frederick R. Mottola. This system structures the way a driver can recognize changes in the space management of the vehicle. It also describes what type of actions would be desirable to maintain the best control of a situation.
3. The Smith System
 - a. The Smith System features five steps. The driver must practice all the steps until they become routine. The five steps include:
 - (1) "Aim High in Driving" - Look as far ahead as possible or at least one block ahead in city traffic. The purpose is to keep the driver's view "up" rather than looking "down" at the area in front of the car.
 - (2) "Keep Your Eyes Moving" - To establish an orderly visual search pattern, the driver needs to look near and far, to the left and right, in the mirrors, and at the instrument panel.

- (3) "Get the Big Picture" - Become aware of the whole traffic scene. It is the mental process of putting together the clues received from "aiming high" and "keeping the eyes moving."
- (4) "Leave Yourself an Out" - Avoid being "boxed in"; one needs to adjust to traffic conditions. Have a space cushion surrounding the vehicle.
- (5) "Make Sure They See You" - A communication mode for getting drivers to be aware of one another's presence to avoid surprise situations.

"There is a need to recognize that most collisions are caused by driver error and that a systematic approach will reduce the number of errors."

4. S.I.P.D.E.

S.I.P.D.E. is a method used to gather sensory information to process and perceive a clear, complete, and accurate mental and sensory picture of a driving situation.

- a. Search: Look for a point ahead, steer toward it, check mirrors and instruments, anticipate visual lead time.
- b. Identify: Look for hazards. Determine what and how they will develop; calculate their effect on you and other traffic.
- c. Predict: Relate to past experience; recognize hazards, evaluate risks.
- d. Decide: Choose a course of action.
- e. Execute: Avoid the collision.

5. THE ZONE CONTROL SYSTEM

- a. The Zone Control System is a three-step process used while driving which gives guidelines for how and where a driver should search, what should be searched for, and what to do when a deteriorating situation is identified. The Zone Control System is structured into a three-step decision-making process so that when the system is practiced properly, it can lead to good driving habits. There are three steps to the command the driver establishes over a situation:

- (1) Step A - See the zone change to the path of travel or to the line of sight.
 - (2) Step B - Evaluate the other zones to determine what the options are.
 - (3) Step C - Get the best speed control, lane positioning, and communications available.
- b. Step A - see the zone change to the path of travel or to the line of sight.
- (1) Search 12 seconds ahead of the vehicle to check the front zone.
 - (2) Re-check the immediate 4-second driving range when searching ahead.
 - (3) Look for line-of-sight and path-of-travel (LOS and POT).
 - (4) Scan intersections to the left zone, front zone, right zone.
 - (5) Check mirrors after seeing zone changes and before changing speed or position.
 - (6) Check blind spots before moving vehicle to side.
- c. Step B - Evaluate the other zones to determine what the options are. If the driver sees something that changes the potential or actual line of sight - position of travel - then an evaluation of alternative zones should be made to determine what the options are.
- d. Step C - Get the best speed control, lane positioning, and communications that are available.
- (1) For any situation, for any given moment, having the best control means to have the proper speed, lane positioning, and means of communication.
 - (2) If the driver is traveling at a reasonable speed in accordance with the general ongoing conditions and in accordance with speed limits, then the Zone Control System tells the driver to evaluate what the best speed selection should be if there is a change in the control of the line-of-sight or path of travel.
- e. Five Speed Choices

The driver has five choices of speed selection after making an evaluation of a zone change. One of the five choices is the best selection to make. The five choices are:

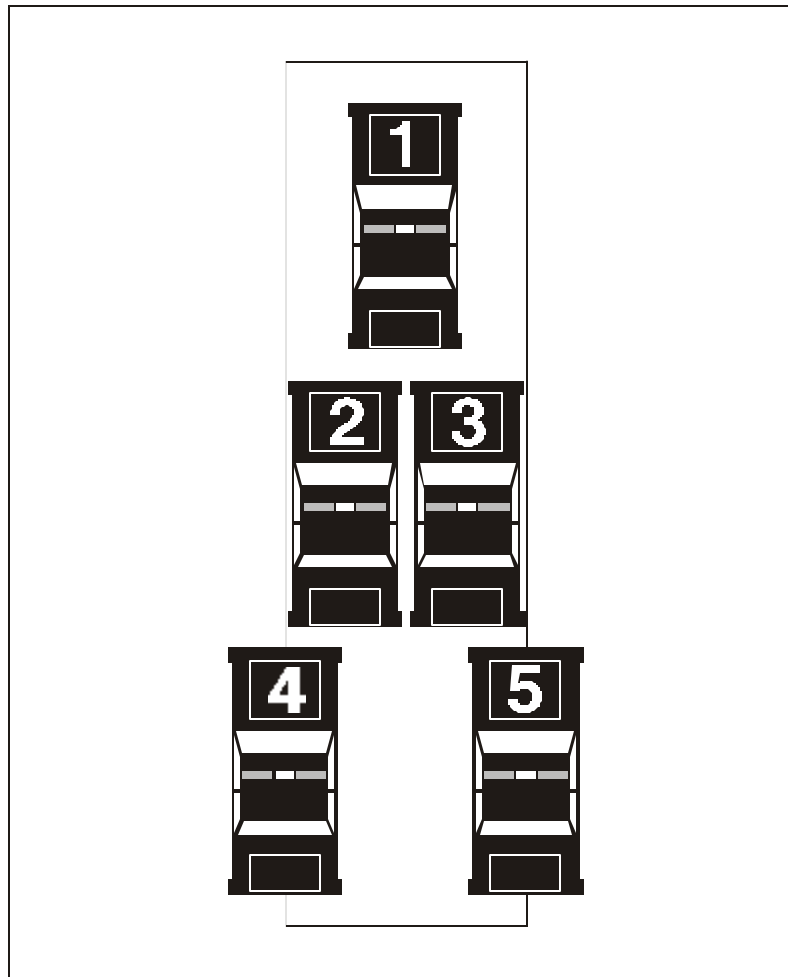
- (1) Maintain speed
- (2) Decelerate
- (3) Off acceleration-cover brake
- (4) Off acceleration-apply brake
- (5) Increase speed

f.

Lane Positioning

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Lane Position



There are five choices for lane positions without making a lane change. Positions 1, 2 and 3 are positions the driver should normally select when trying to pick a good lane position. Positions 4 and 5 are positions available under special conditions. Most cars are less than 10 feet wide; the highway lanes are twelve feet wide. This fact gives the driver 12 feet of space to the left and right without leaving the lane.

g. Communications

Communications is the process of sending and receiving messages to and from other users of the roadway. Communications help eliminate the surprise situations created by drivers and pedestrians. Communications must take place early enough for others to receive and act upon the signals that are sent.

There are several ways a driver can communicate to other users. They include: the position of the car, signal lights, headlights, brake lights, hand signals, the horn, and the speed of the car.

SUMMARY

This section is intended to give the student a system of processing information about driving situations which result in safe driving actions. To acquire effective and efficient driving habits, the student must clearly identify what actions to take. These actions must then be repeatedly practiced until they become habit. With sound habits the driver will be able to process information rapidly and accurately to gain maximum control of the vehicle's space requirements.

SUGGESTED INSTRUCTIONAL METHODOLOGY

LECTURE

Select content from one of the three systems presented or any combination of the three. More information can be obtained from sources listed in Appendix C.

LECTURE WITH SLIDES

Obtain or make 35mm slides to have the class observe and respond to various elements of a driving system. Ask the class to identify changes of controllability in traffic scenes while viewing 35mm slides. Ask the class to identify what they saw, things they would check, and what would be the best choice of speed control, lane positioning, and communication.

SMALL GROUP

Divide the class into groups of two. Ask the group members to explain to one another what methods are effective for searching intersections, 12 seconds ahead, into curves, and so on. Have them explain what they could expect to find as a potential or actual problem and what they would do about it if they found it.

ON-THE-STREET

While students are driving in various on-street traffic situations, have them demonstrate the steps of a driving system until they are clearly able to understand what actions they should practice.

While students are driving in various on-street situations, have them identify changes in the traffic scene which could signal to them a need to make an adjustment in the present speed or position of the vehicle.

While students are driving in various on-street traffic situations, have them demonstrate how they can combine searching 12 seconds ahead of the vehicle and do police surveillance of stores to the side at the same time.

RESOURCES AND AIDS

1. Smith System textbook and film
2. IPDE or SIPDE hand-outs and materials
3. Zone Control System textbook and 35mm slide(s)
4. Driver education textbooks

SUGGESTED EVALUATION METHODOLOGY**STUDENTS**

1. Written or verbal response to:
 - a. Questions regarding space management concepts
 - b. Questions regarding analysis of driving conditions
 - c. Solutions necessary to create a manageable space condition
2. Observation of space management methods during:
 - a. Skid pad activities.
 - b. On-street activities with commentary driving.
 - c. Emergency response and pursuit activities.

COURSE

Analysis and evaluation of on-the-job performance relative to acceptable use of space management methods

Steps for Developing Good Driver Attitudes

- Use training to improve skills
- Practice what is learned in training
- Trust your judgement